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USED. WY. In excellent condition with 2017 Sonic SideGrip SP50 mounted on it. The excavator has about 5400 hours and SideGrip has about 104 hours. **\$205,000**



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1998 LINK BELT RTC 8050 WITH JIB

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C-99N	4,850 lb	4'2"	507 lb
C-150N	7,275 lb	5'0"	585 lb
C-200N	9,700 lb	5'0"	677 lb

* Height and weight of attachments not included



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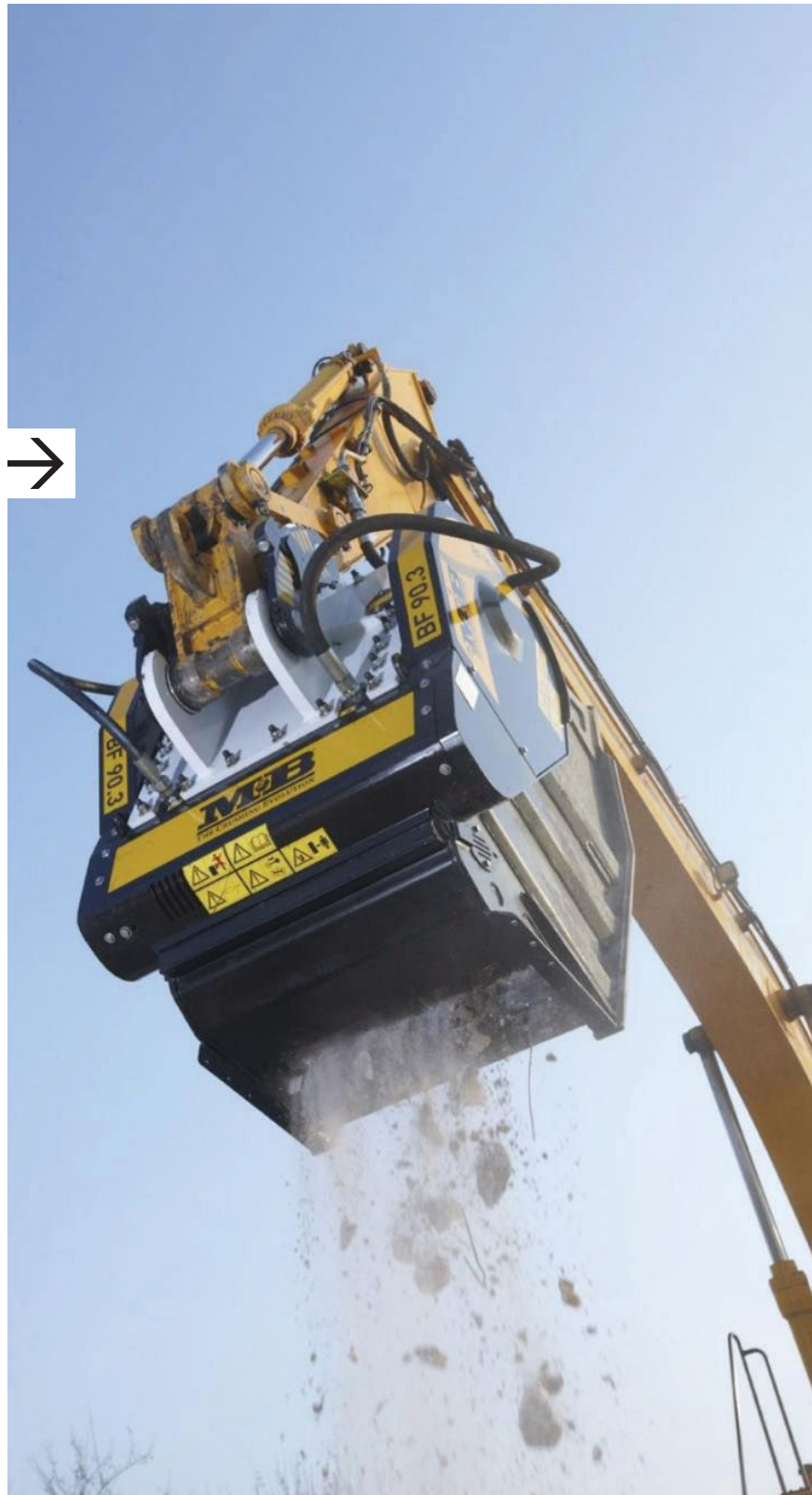
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HOT-MIX ASPHALT PLANTS

QUICK FACTS TO GET YOU STARTED

1. Any type of HMA plant has a single mission: to blend materials together to create smooth and consistent asphalt pavement. This is accomplished by blending aggregates along with asphalt cement at an extremely high temperature.
2. Different mixes — or recipes — may include mineral fillers or various types of additives. Reclaimed Asphalt Paving (RAP) is often added to mixes.
3. There are two major types of HMA plants: continuous flow and batch. The resulting hot-mix that each plant type produces is virtually the same. However, each operates and handles the flow of the asphalt material in different ways.
4. Improve asphalt plant efficiency by:
 - a. properly training employees
 - b. performing an audit to review system components and processes
 - c. keeping your plant calibrated
 - d. regularly maintaining equipment
 - e. insulating your equipment and facility
 - f. changing the oils in the gearboxes, especially each season



Want to learn more? Check out this issue's cover story! ■

Alex Smoot, Editor
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FEATURED PHOTO

Mammoet completed a heavy lift project using its PT 50 ring crane during an expansion project at India's Paradip Refinery. Opened in 2016, the refinery is India's most recent facility of its type. For this project, a 646t De-ethylenizer, a 1,141t Wash Tower Column and a 1,185t Ethylene-Oxide Reactor needed to be lifted. Due to trust developed during a successful project back in 2019 which saw Mammoet lift five major refinery components for Visakh Refinery's modernization project, the company was selected for this heavy lift project at Paradip Refinery. Photo credit: Mammoet.

Send us your photo for consideration in a future *Equipment & Contracting* issue.



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PROJECT SPOTLIGHT



A total of 9,100 m³ of material was excavated and disposed of.



By BAUER Resources Group

LITTLE HELPERS, BIG RESULTS: DIGITALIZATION FACILITATES SOIL REMEDIATION ON GAS WORKS SITE



In addition to drone, rover rod and tablet, the Bauer team also relied on a digital tool for site documentation: the digital construction diary. Photo credit: BAUER Group.

Arnstadt, Germany — The images that Friedrich Leifheit generates on his tablet using many gigabytes of data almost seem like surreal works of art. In fact, it's not actually art, but rather a digital site model. You can distinguish the grounds of the former gas works in Arnstadt, which now contain nothing but piles of debris and the ruins of buildings. All other traces of an industrial history spanning more than 70 years have already disappeared, except for environmentally hazardous materials, such as tar, heavy metals, phenols or hydrogen sulfide compounds, still lurking deep underground. The task of the Bauer Umwelt division of BAUER Resources GmbH, in collaboration with BAUER Spezialtiefbau GmbH, is soil remediation including the construction of an excavation pit and groundwater treatment.

In January 2021, the work of digital surveying the 12,000 m² site using a drone and a rover rod began. During its surveying flight, the drone took hundreds of high-resolution images in which objects can be distinguished down to mere millimeters. The rover rod also enabled precise centimeter-accurate surveying to rapidly determine the cubic volume of debris, the excavation pit volumes and changes to the site. Using the

images collected, 3D data were generated after the digital collection phase and then transferred to a digital site model. The result is true-to-scale, photorealistic representations of the entire site including all details. "The more precise and detailed data we have about a site's condition, the more precisely the quantities can be calculated, and therefore also the expenditure required for a construction project. These little digital helpers make it possible and also save us a lot of time," emphasizes Holger Kaiser, Manager for BIM and Digitalization at BAUER Resources GmbH.

The surveying work was followed by gradual excavation of the three excavation pits up to a depth of 3.5 m. In the process, a total of 9,100 m³ of material was removed and disposed of, including approximately 16,000 tons of polluted soil and construction debris as well as roughly 500 tons of soft tar. The encountered foundations were recorded in 3D on a tablet using surveying software, then forwarded to the BIM department at Bauer Resources to calculate volumes. After construction of the largest of the three excavation pits (approximately 4,200 m³ removed), replacement boring was carried out with a diameter of 1,800 mm up to depths of 7 m below the ground surface to remove the tar hotspot. For processing, the excavated soil was



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The area was surveyed with centimeter precision using a drone and rover rod. Photo credit: BAUER Group.

transported to the soil treatment center of the Bauer Umwelt division in Bleicherode 150 km away. The polluted dripping water from the drilling process was treated using the established groundwater treatment system. Work will be concluded with construction of the last excavation pit followed by earthworks.

To sum it up, this is for the most part a classical rehabilitation project but is still characterized by an ambitious use of digital tools. Along with drones, rover rods and tablets, the Bauer team also relied on digital tools for site documentation. Rather than using pen, paper and cameras, the team led by Friedrich Leifheit, Site Manager at the Bauer Umwelt division, recorded all relevant data, including tasks completed, personnel and equipment employed, site images and

quality-related information, using a digital construction diary — a convenient web application — on the tablet. The decisive advantage: With this approach, all construction diaries for a site are automatically collected and compiled. The laborious and time-consuming task of preparing a report at the office is eliminated. “In this way, we can identify construction progress at a glance, review the work that has been performed and adopt countermeasures or adjust the schedule in case of deviations,” explains Friedrich Leifheit, adding: “In addition, the information is available for all parties involved, around the clock and from any location. This greatly facilitates and improves communication on the site.” The work executed by Bauer is expected to be completed by September 2021. ■

Rather than using pen, paper and cameras, the team led by Friedrich Leifheit, Site Manager at the Bauer Umwelt division, recorded all relevant data, including tasks completed, personnel and equipment employed, site images and quality-related information, using a digital construction diary — a convenient web application — on the tablet.



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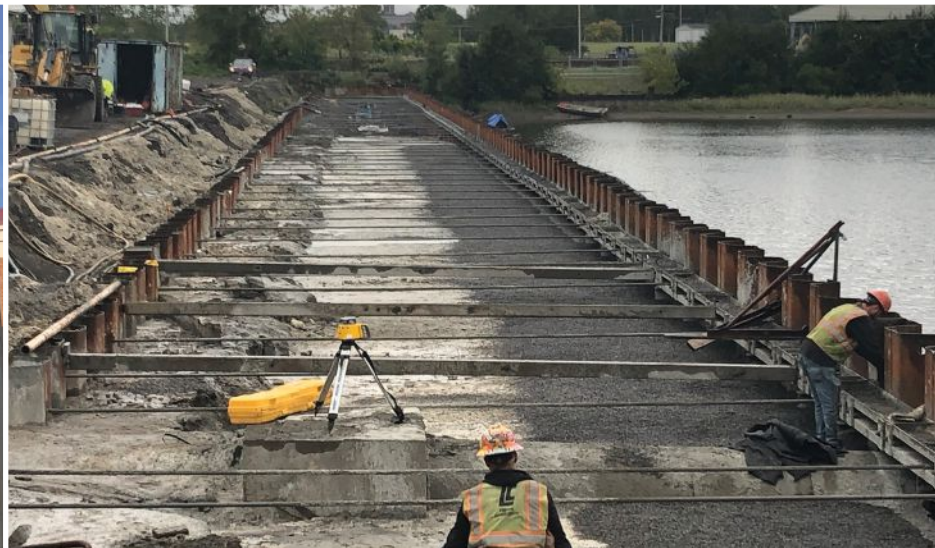
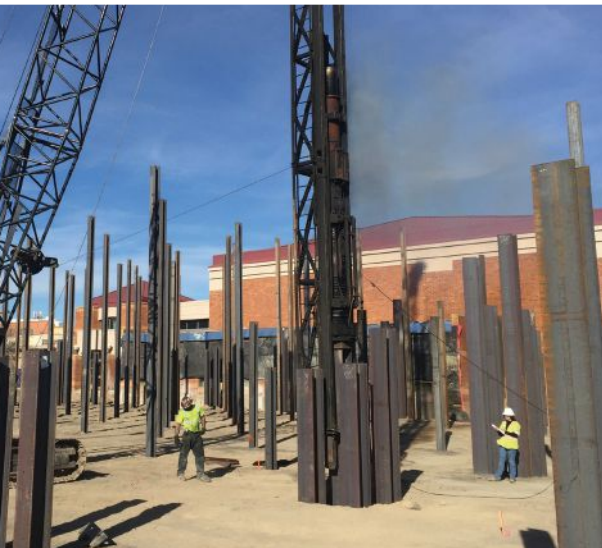
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INTERVIEW: MB CRUSHER

E&C's interview with MB Crusher, a family-owned, international company known for its innovative line of patented crusher buckets and accessories for excavators, skid loaders, and backhoes. >>



BF90.3 crusher bucket

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MB
THE CRUSHING EVOLUTION

E&C: How did MB Crusher get started?

MB: The Azzolin family founded MB Crusher. They were first consumers of heavy equipment working in various sectors — including excavation and road work. After decades of dealing with the logistical nightmares surrounding waste processing and disposal, they knew there was a better way. They believed a crusher bucket attached to a larger machine would provide both power and mobility.

E&C: So the first crushing bucket was born.

MB: That's right — the BF90.3 crusher bucket. MB Crusher produced and patented the first crusher bucket in the world. We've been designing crusher buckets and accessories for excavators, skid loaders, and backhoes since we started manufacturing the BF90.3 in 2002. In fact, we have the best-selling crusher bucket in the world. We've captured over 90% of the crusher bucket market in just a couple of decades, which is pretty amazing.

E&C: I understand it's still MB Crusher's most popular crusher bucket. Tell us more about the BF90.3.

MB: It is still our most popular model for medium- to large-sized excavators. There are several reasons it's still our biggest seller for these companies — one being it's very compact. We've tweaked it over the years to handle extremely harsh operating environments. It maintains a high level of performance working with any kind of inert material. It's for excavators over 46,300 pounds and has a load capacity of 1.17 cubic yards. And depending on the output size, you can achieve a production rate ranging from 16 to 55 cubic yards per hour.

E&C: What else can you tell us about your crusher buckets?

MB: For starters, MB Crusher buckets have the widest mouth opening per weight of equipment available on the market. They have control devices that eliminate vibration on the equipment's arm. And our crusher buckets have a hydraulic cooling system. This extends the life of the machine it's attached to.

E&C: Where is MB Crusher headquartered?

MB: We have a huge facility in Italy. Over 180,000 square feet. MB Crusher is unique in that we manage the entire operation and supply chain. We do our own R&D, manufacturing, and sales.

We've been designing crusher buckets and accessories for excavators, skid loaders, and backhoes since we started manufacturing the BF90.3 in 2002. In fact, we have the best-selling crusher bucket in the world.



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It's important to control the supply chain from manufacturing to product delivery to ensure every tool and accessory meets our "Made in Italy" standard of quality.

E&C: You also have locations around the world.

MB: We have a huge facility in Italy. Over 180,000 square feet. MB Crusher is unique in that we manage the entire operation and supply chain. We do our own R&D, manufacturing, and sales. It's important to us control the supply chain from manufacturing to product delivery to ensure every tool and accessory meets our "Made in Italy" standard of quality.

E&C: MB Crusher also has an impressive line of grapples.

MB: We really do. Our MB-G series has four models. What's special about our grapples is their ability to handle large loads and odd forms. This is accomplished with interchangeable claws and 360° hydraulic rotation. The MB-G1200 sorting grapple is our second to largest model. It weighs 3,637 pounds and has

a load capacity with the claws closed of 25 cubic feet. Pressure is 4,351 to 5,802 PSI. We also have a rotation power extender kit that works on all our grapple models. You install it on top of the grapple. It makes lifting heavy material even easier.

E&C: We understand that MB Crusher uses a very hard material for its products.

MB: Hardox® sells a line of extremely hard, abrasion-resistant steel. It's what makes MB Crusher products so durable. Well, that and a very exacting manufacturing process. In fact, the "Hardox® In My Body" logo can only be displayed by members who the company deems as meeting the highest manufacturing standards. So, it's more than just a high-quality material.

E&C: MB Crusher had a booth this year at the World of Concrete (WOC) in Vegas.

MB: It was awesome. After over a year of COVID, we were finally able to interact with the public again. This past June was

our 9th year at WOC. We had a booth at the Las Vegas Convention Center where we demonstrated some of our products — including the BF90.3 crusher bucket and the MB-G1200 sorting grapple.

E&C: What are some of MB Crusher's other products?

MB: In addition to superior crusher buckets and grapples, we sell screening buckets, drum cutters, and shafts screeners. We also have an extensive line of accessories. For example, we have rock and asphalt pick kits for our drum cutters. Our dust suppression kit works on all crusher attachments. It's useful in many environments, but particularly in densely populated areas.

E&C: What else do you want our readers to know about MB Crusher?

MB: We are always working to develop new tools for our customers. There are so many different ways our customers use our equipment — and in so many different types of environments. Our mission is to listen, learn, and innovate to improve our customers' operations. ■



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Price: \$632.50



SF-38-2

Model No: SF-38-2, Heavy Duty Deck Fairlead, 38" Sheave, 2" Wire Rope Groove
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DL003

Model No: DL003, 3/4 Yard Perforated Dragline Bucket w/ Teeth
Price: \$4,950



DL002

Model No: DL002, 3/4 Yard Perforated Dragline Bucket w/ Teeth
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Model No: Manitowoc 4100, Series III Ringer Attachment
Price: P.O.R.



120B

Model No: 120B; Serial No.H4800;
Drums:3; Max SLP: 24,000lbs; Cap: 2,600' of 5/8"; Power: Diesel; Controls: Mechanical;
Condition: Rent/Sale Ready
Price: \$90,000



AD150

Model No: AD150; Serial No. 25950;
Drums: 2; Max SLP: 200,000lbs; Cap: 3700' of 1-1/4"; Power: Diesel; Controls: Air;
Condition: Needs Work; Est. Lead Time: 8-10 weeks
Price: \$365,000



G-160

Model No: G-160; Serial No. MAF2581
Drums: 2; Max SLP: 165,000lbs; Cap: 2,600' of 1-1/2"; Power: Diesel; Controls: Air; Est. Lead Time 12-14 weeks
Price: \$325,000



CP15000-25

Model No: CP15000-25; Serial No. 9009;
Drums: 1; Max SLP: 36,000lbs; Cap: 700' of 1"; Power: Electric; Controls: Push Button;
Condition: Rent/Sale Ready;
Price: \$18,500



380

Model No: 380; Serial No. H4305;
Drums: 3; Max SLP: 76,000lbs; Cap: 2,900' of 1-1/8"; Power: Diesel; Controls: Air;
Condition: Rent/Sale Ready;
Price: \$270,000



210

Model No: 210; Serial No. H5338;
Drums: 2; Max SLP: 42,000lbs; Cap: 1,800' of 7/8"; Power: Diesel; Controls: Air; Condition: Needs Work; Est. Lead Time: 4-6 weeks;
Price: \$115,000



90B

Model No: 90B; Serial No. MAF2416;
Drums: 3; Max SLP: 18,000lbs; Cap: 1,750' of 5/8"; Power: Gas; Controls: Mechanical;
Condition: Needs Work; Est. Lead Time: 3-4 weeks;
Price: \$70,000



500-1-30E

Model No: 500-1-30E;
Serial No. 01-14047; Drums: 1;
Max SLP: 50,000lbs; Cap: 500' of 1-1/4";
Power: Electric; Controls: Push Button;
Condition: Rent/Sale Ready;
Price: \$50,000

By Allison Gaynor

THE KEY DIFFERENCES BETWEEN A SKID STEER AND TRACK LOADER

They say no two things are exactly alike. That applies to skid steers and track loaders. But they are very similar. The differences are in some ways obvious — and in other ways more subtle. In this article, we'll talk about the key differences between skid steers and track loaders and when you should choose one over the other.



ADVANTAGES OF SKID STEERS

SKIDS STEERS HAVE WHEELS

Even the most obtuse among us will note that skid steer loaders have four wheels. Each set of wheels, on the left and right sides, are locked and synchronized mechanically. Each set is independent of the other. The steering is integrated into the system. Meaning you don't steer — you skid. The wheels literally are dragged across the surface of the ground. This allows zero-radius turning.

SKID STEERS MOVE FASTER

Skids steers generally weigh less than track loaders. They can

easily be driven on concrete and pavement. The zero-radius turning provides better maneuverability over a track loader.

SKID STEERS PRESS HARDER

The wheels on the skid steer exert more pressure into the ground than track loaders. That pressure is evenly distributed between the four wheels. This makes them the preferred option for snow removal and ground compaction. A skid steer's ability to move faster on hard surfaces make them a good choice for scrap, demolition, and roadwork.

SKID STEERS COST LESS

A skid steer, as compared to a similar size track loader, usually



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Las Vegas, NV – March 7, 2017. Skid steer loader at CONEXPO-CON/AGG.

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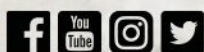
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costs less to buy. Maintenance tends to be lower too. The key reason skid steers cost less to maintain is that tires wear down at a slower pace compared to tracks. Also, tracks are more expensive to replace than tires. Since skid steers weigh less, it makes them easier and cheaper to transport. It also makes them more fuel efficient.

ADVANTAGES OF TRACK LOADERS

TRACK LOADERS DON'T HAVE WHEELS

Once again, we state the obvious: track loaders have, well, tracks — not wheels. Tracks provide more traction because they cover a larger area of the ground. This allows you to travel over soft terrain, mud, and snow. (Better to travel over snow, not plow it.)

TRACK LOADERS ARE SLOW, BUT STABLE

Track loaders move slower than skid steers. But their superior traction makes them more stable. They are a good choice for job sites with slopes or rough terrain. Track loaders are easier on soft ground and delicate areas. Skid steers provide maneuverability but can tear up some surfaces.

TRACK LOADERS HAVE MORE POWER

Generally, track loaders offer more horsepower and hydraulic flow. They are heavier and can carry greater loads. The weight, however, does not mean more ground pressure. Track loaders won't compact the soil as much as skid steers do. The pound per square inch (PSI) of ground pressure a skid steer exerts is 30-35. Considerably more than the 4-6 PSI of a track loader.

YOU CAN LOWER MAINTENANCE COSTS ON TRACK LOADERS

You will likely pay more for a track loader, but you can lower maintenance costs by reducing wear and tear on the machine. Unfortunately, many operators drive a track loader like a skid steer. You can extend the life of the tracks and undercarriage by using three-point turns, alternating left and right turns, and changing direction more slowly. Using the right tension on the tracks — not too loose and not too tight — will extend the time between track replacements.

ATTACHMENTS ON SKID STEERS AND TRACK LOADERS

The most important thing skid steers and track loaders have in common is the attachment mechanism. Modern skids steers and track loaders are equipped with a Universal Quick Attach Plate. Pretty much any attachment will work on both machines.

ATTACHMENT LIMITATIONS

Just because you can use an attachment on a track loader — doesn't mean you should. You need to ensure that the machine has enough power to handle the attachment. Turns out the additional hydraulic flow track loaders offer are needed by the tracks and undercarriage. Always talk with your local equipment dealer about the right attachment for the job — and the machine.



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COMFORT

Track loaders typically have more comfort features — closed cabs, climate control, and cushier seats. But this has more to do with the target audience. Manufacturers tend to offer more comfort options on smaller track loaders often purchased by owner-operators. However, both machines continue to evolve over time. And larger skid steers often have these comfort options available.

RECAP OF SKID STEERS AND TRACK LOADERS

Here's the short list comparison of skid steers and track loaders:

SKID STEERS

- Have wheels that generally cost less to replace.
- Initial investment is often less than a comparably-sized track loader.
- Offer more compaction.
- Are more maneuverable but can tear up some surfaces.
- Move faster, especially on hard surfaces.
- Lighter weight can reduce the cost of fuel and transport.

TRACK LOADERS

- Have tracks that are gentler on soft surfaces.
- Are slower but more stable.
- Initial investment and maintenance are more expensive.
- Maintenance costs can be lowered by proper operation and track tension.

- Are heavier but can often handle heavier loads.
- Work well on slopes and rough terrain.

WRAP UP

Some of the differences between skid steers and track loaders are obvious — one has wheels, the other tracks. Other differences are purely related to cost. Although both can use any attachments, be careful which attachments you use on a track loader. Ultimately, the specific type of work and job site conditions will help you decide whether you should select a skid steer or a track loader. ■



Bobcat T590 skid steer loader at demo site at Intermat 2018, Paris.



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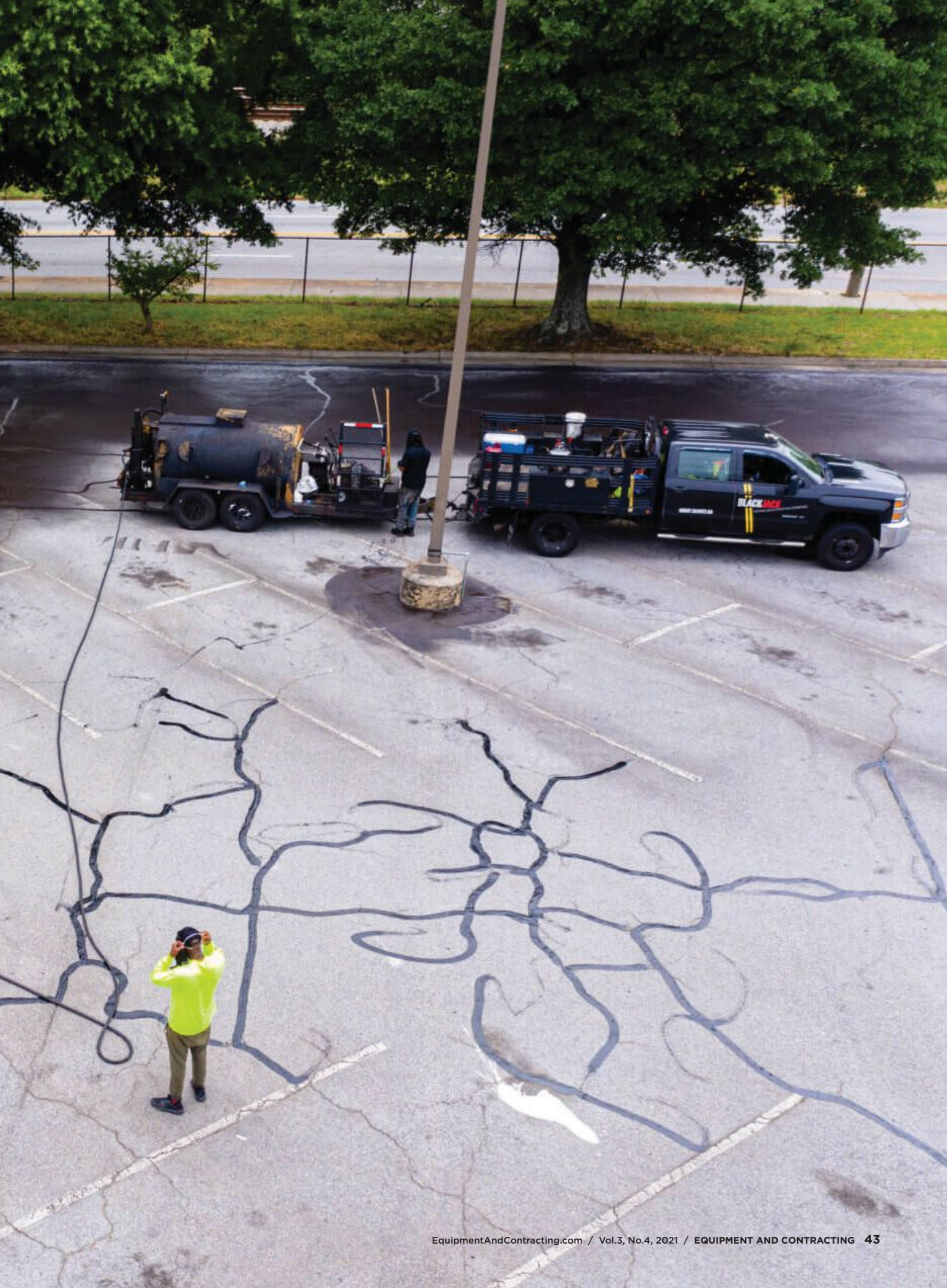
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By Allison Gaynor

TIPS FOR HIRING AN ASPHALT SEALCOATING CONTRACTOR

JOB SCOPE, RESEARCH, WARRANTY, ESTIMATES, AND MORE





Newly installed asphalt pavement looks very attractive. It can enhance the curb appeal of both residential and commercial properties. Unfortunately, it loses its shine fairly quickly. Harsh weather, vehicles, and foot traffic will cause asphalt to fade and crack. Asphalt sealcoating will help slow the inevitable deterioration. In this article, we provide tips for hiring an asphalt sealcoating contractor. >>



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DIY PROJECT?

It is possible to sealcoat the asphalt yourself. We don't recommend doing this. A professional has the right equipment and knows which products are best for your particular project. A good asphalt sealcoating contractor knows how to do the job right — extending the life of your asphalt pavement.

JOB SCOPE

The scope of your asphalt sealcoating job goes beyond the size of the area to be sealcoated. For example, if you've let your asphalt pavement fall into disrepair, it's going to require more work to fix it. Another issue that can affect price beyond square footage is the location. A long, steep driveway is more challenging for the contractor than a flat parking lot. You also may require the asphalt sealcoating contractor to repaint stripes. This, too, will add to the final cost.

RESEARCH

Finding a good asphalt sealcoating contractor requires you to do a bit of research.

WEBSITE

Start with their website. This should tell you how many years they have been in business, whether they are licensed, bonded and insured, and what organizations they are associated with

— like the Better Business Bureau. They may even have before and after pictures of jobs they have completed.

REFERENCES

Ask for recent references and be sure to contact them. You'll want to know the scope of the job and how long it took the contractor to complete it. Ask the customer if they would hire the asphalt sealcoating contractor again. Try to get them to tell you how much they paid for the work. Or at least if they felt they paid a fair price.

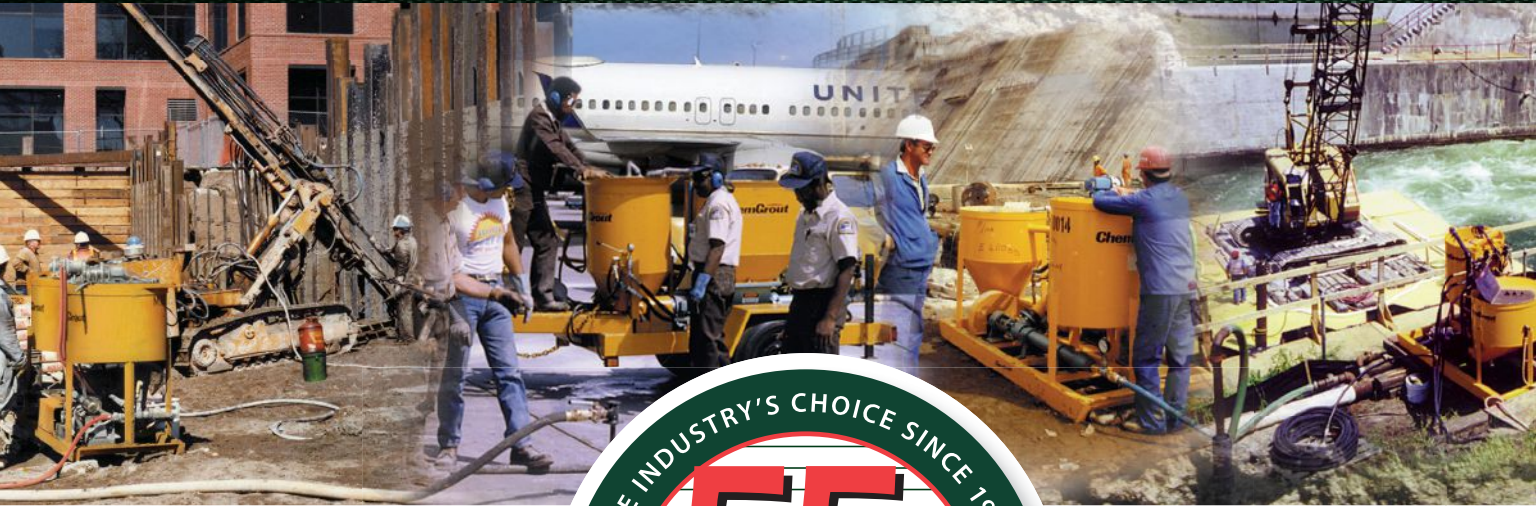
REVIEWS

Use online resources such as Yelp.com and Google to find reviews on the asphalt sealcoating contractors you are considering. Reviews are tricky. We recommend not just looking at the overall score. Actually read the reviews. Particularly the 1-star and 5-star reviews. It is not uncommon for customers to give a 1-star review over, frankly, stupid stuff. They didn't like the contractor's attitude. Or they took more than a day to get back to them. But they did a good job, they'll say. Others will rave about the great sealcoating job the contractor did for them — but forget to click on the stars. 5-star ratings can be bogus. You can usually tell. The review tends to be vague and overly enthusiastic. Like the contractor's Aunt Millie wrote it.

LICENSED, BONDED, AND INSURED

First, let's define what each of these terms mean.

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LICENSED

A licensed asphalt sealcoating contractor has had to show the license-granting agency (typically the state or local municipality) that they are knowledgeable and skilled in the work they are providing. Be sure the contractor provides their license number and the agency who granted it. This way you can confirm that the license is valid and current.

INSURED

The equipment used by an asphalt sealcoating contractor can cause property damage and injury. They need insurance that covers these possible events. They should also have workers compensation to cover injuries to workers. Should anyone get

hurt on the job, you want to make sure that you — as the property owner — will not be held responsible. That's why you want to confirm that the asphalt sealcoating contractor is insured.

BONDED

This protects you from subpar work. If the asphalt sealcoating job is done poorly and requires repair — or in some way causes damage to the property — bonding will handle the cost. This includes hiring another contractor, if required, to do the work.

WARRANTY

Ask each prospective contractor to provide their written warranty along with their bid. There are two different warranties — one for the sealcoat product used and the second for the installation of that product. You should understand specifically what is covered, for how long, and under what circumstances. Ask if an extended or expanded warranty is available. This is particularly important for large asphalt sealcoating jobs.

PRICE

There is a tendency to think of price first. The cheapest asphalt sealcoating contractor is not always the best choice. Nor is it automatically suspect. The contractor may be new to the area, but not new to sealcoating. Perhaps they are trying to get a new business off the ground. It's a risk, but if they can show at least a couple of quality jobs recently completed, it may be worth it. If you have a larger project, you could test them out on a small part of it. It's always a good idea to have multiple vendors available to you for any project.

BUDGET

You may have a number in mind, but you can't finalize your budget until you have estimates. We recommend getting bids from three different asphalt sealcoating contractors. There are online services to help you find local contractors. Thumbtack.com, Angi.com (formerly AngiesList.com), and HomeAdvisor.com are just a few.

ESTIMATES

You'll want to know the specific products the asphalt sealcoating contractor

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will use. Be aware that a contractor may quote a lower price because they are watering down the sealcoating product. This possibility is mitigated by selecting a contractor who is bonded. They are not likely to use an inferior product that results in work that has to be repaired. Sealcoating products include coal tar, asphalt emulsion, plain, and fill and seal. The contractor may recommend an additive to extend the life of the sealcoat.



JOB PREPARATION

Both you and the asphalt sealcoating contractor will need to do some preparation for the job. This includes clearing out and cordoning off the area. Sealcoating should be done in dry weather with a temperature 50 degrees Fahrenheit or higher. Be prepared to keep the sealcoated surface clear of vehicle or foot traffic for at least 48 hours.

GET IT IN WRITING

A detailed, written estimate protects both you and the asphalt sealcoating contractor. The bid should include specifics about the job, such as square footage and the specific areas to be sealcoated. You want them to list the products they will use, the timeline for the work, and the warranty. Be sure that the estimate has the name of the business, license number, and proof that the contractor is bonded and insured.

WRAP UP

Hiring a good asphalt sealcoating contractor requires you to do some research. Check reviews and references. Gather information like years in business from the contractor's website. Insist on proof that the contractor is bonded and insured. Get the final job requirements, products to be used, timeline, and warranty in writing. It is time well spent to ensure a high-quality asphalt sealcoating job. ■

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By Allison Gaynor

THE DIFFERENT TYPES OF TRAILERS

FLATBED, STEP DECK, LOWBOY, RGN, AND MORE



Flatbed trailer

The trucking industry is a huge part of the U.S. economy — racking up nearly \$800 billion in revenue in 2019. A stunning 70% of goods are transported by truck each year. That's a lot of trailers hauling everything from furniture to cars to that wrench set you bought online. In this article, we discuss the many different types of trailers and how they are used.

POPULAR TRAILERS

There are several types and sizes of trailers, but these are the most commonly used:

FLATBED

The flatbed trailer is often used because it's easier to place items on them. They can handle odd-shaped equipment that would be difficult to load into an enclosed trailer. The catch is that the

load is vulnerable. You must take care to properly tie down large equipment. Some loads need to be protected from the elements. There are various types of tarps that are used such as a smoke tarp to protect smaller loads from the truck's exhaust or a lumber tarp to keep wood dry when it rains. A standard sized trailer is 8 feet, 6-inches wide and either 48-, 53-, or 60-feet long. The maximum allowable length is proscribed by both federal and state laws.

STEP DECK

Step deck trailers are similar to flatbed trailers. However, they are lower to the ground and offer two deck levels and ramps. This makes it possible to unload cargo using a forklift. The lower open trailer allows slightly taller loads to be transported.

LOWBOY

A lowboy trailer is a semi-trailer that has drop decks before the wheels,

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behind the gooseneck. They sit low to the ground. The drops allow them to transport cargo that can't be handled by other types of trailers. However, the maximum load limit depends on the number of axles. Although a two-axle lowboy can carry up to 40,000 pounds, additional axels can double that weight.

REMOVABLE GOOSENECK TRAILER (RGN)

Like the lowboy trailer, RGNs hold loads close to the ground. In fact, they have a section in the middle that is dropped down (called a "well") that allows loads up to 12 feet high to be transported. Heavy equipment, such as bulldozers, can be used to drive this type of trailer by detaching the front end.

DRY VAN

A dry van is a box trailer with no temperature control. It keeps the load safe from rain, dust, road debris, and other hazards that can cause damage. Because it is enclosed, it offers some measure of security. You can place shelving and cabinets in the interior to better organize the load. Typically, a dry van is 48 to 53 feet with a weight limit of about 45,000 pounds. Some dry vans can be loaded from the side, others from the back.

REFRIGERATED TRAILERS

A refrigerated trailer is also known as a reefer. These types of trailers have a cooling system and ventilation. They are used to transport frozen foods, flowers, medicine — anything that requires a

certain temperature to be maintained during transport. A reefer has a condenser, evaporator, and compressor located inside its closed container. Like the dry van, it has a maximum load limit of about 45,000 pounds.

SPECIALTY TRAILERS

Specialized trailers are used less often since they are meant to handle a specific type of load. A specialty trailer may carry up to 200,000 pounds. A separate permit and license are needed to transport goods with these types of trailers. Common specialty trailers include:

HAZARDOUS MATERIALS

Transporting hazardous materials is

A dry van is a box trailer with no temperature control. It keeps the load safe from rain, dust, road debris, and other hazards that can cause damage. Because it is enclosed, it offers some measure of security.

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Hazardous materials transportation. Photo credit: Daniels Training Services.

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Display trailers are used for advertising (like a moving billboard). They are also used for tradeshow events and can be setup as a mobile showroom.

FOOD SERVICES

A food trailer is in essence a traveling restaurant. They are larger and less expensive than food trucks.

FOLD OUT ROOM

Fold out room trailers allow you to meet federal and state roadway regulations and provide the room you need for your business. Once parked, rooms

extend out from the trailer. Perfect for mobile classrooms, offices, stores, and much more.

MEDICAL

Medical trailers are used for mobile clinics, mobile hospitals, and testing / lab facilities.

OTHER TRAILER TYPES

There are several other types of trailers. These include:

SIDE-KIT

Side-kit trailers have removable sides. This allows for faster unloading with the use of forklifts. They are for heavier cargo that do not need to be — or cannot be — packed into containers. They are often used for coal, sand, and crops.

STRETCH SINGLE DROP DECK

A stretch single drop deck trailer is

basically a drop deck trailer with a longer bed.

CONESTOGA

A Conestoga trailer is a flatbed trailer with an accordion tarp system that can be pulled out to cover the load. It gives you the convenience of a flatbed with a way to quickly protect and secure the load.

WRAP UP

There are many types of trailers to choose from to meet the requirements of any business. Some are just variations on the flatbed trailer — like the lowboy and step deck. Others are used to move goods that require special handling — like refrigerator trailers. Specialty trailers support many types of businesses from food service to mobile hospitals. Trailers keep goods moving and the economy humming. ■

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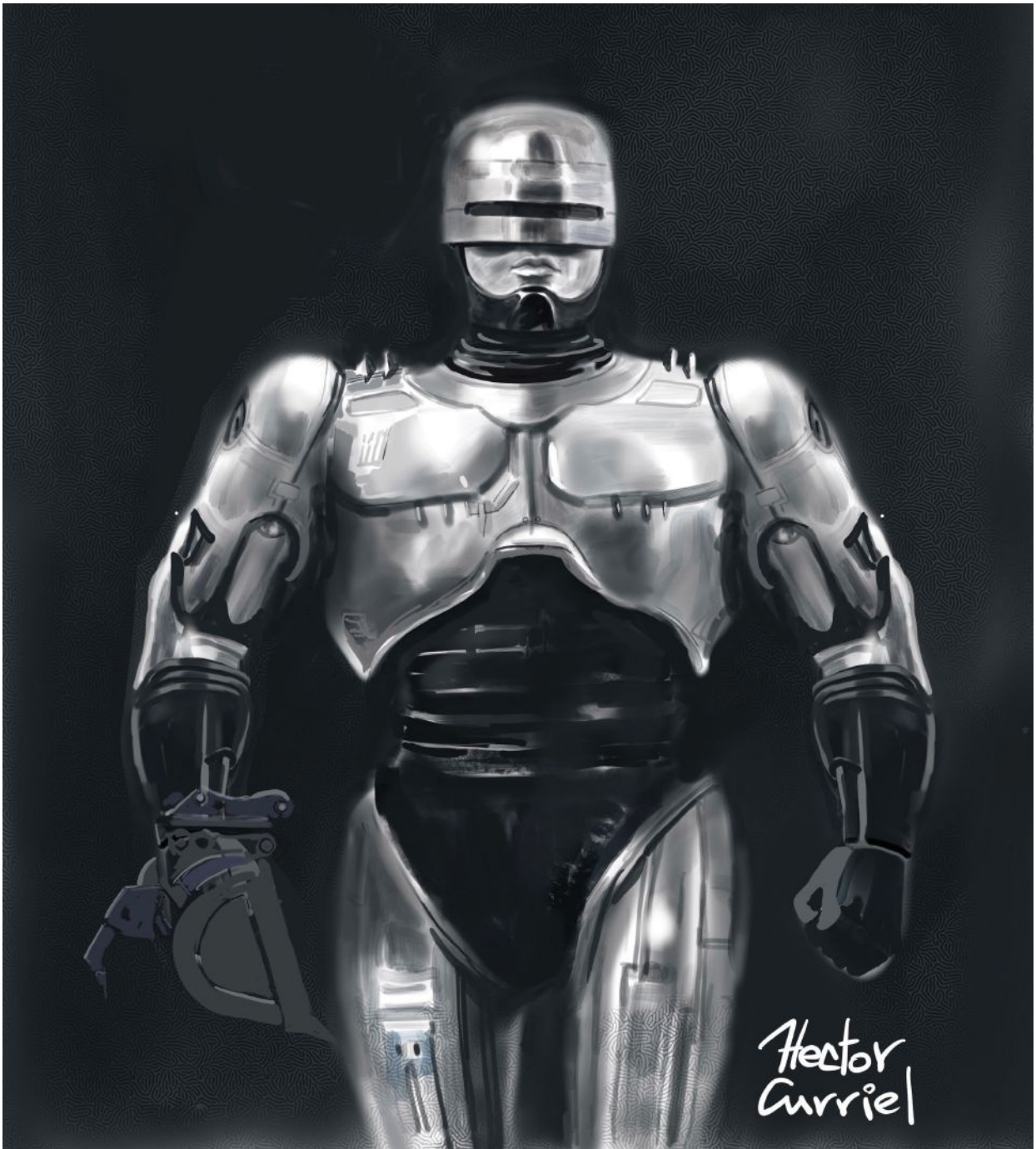
By Allison Gaynor

THE FUTURE OF SMART MINING

**SAFETY, INCREASED PRODUCTION,
LOWER COST, GOING GREEN,
AND MORE**







Smart mining offers technological solutions to the mining industry. It is meant to increase safety and production while lowering costs. It can also reduce the environmental footprint of a mine. In this article, we discuss the ways that smart mining is implemented today — and how it is envisioned to be implemented in the future — to improve mining conditions and operations. >>



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TERRA XTREME 4240

Designed to handle a wide range of materials, including those of a higher moisture content. The 4240 features an enlarged mill head, and a redesigned configuration within the processing plant, allowing it to pulverize up to 240 cubic yards per hour. The 4240 is the largest, highest capacity model offered by Murphy Products for soil material handling. This model will process the worst of soils into a fine, free flowing usable soil product. Inquire about the optional features to upgrade the 4240 to fit your needs.

SMART MINING

The implementation of smart mining solutions has been growing for at least 20 years. The COVID pandemic has accelerated that growth. The need to manage operations remotely and reduce in-person interaction has driven the need for technology. As mining companies start using smart mining technology, they see its value firsthand and are increasing their investment in it.

MAJOR GOALS OF SMART MINING

There are four key areas where smart solutions are used in the mining industry:

SAFETY

Keeping workers safe is not only the right thing to do but it saves money. We tend to focus on major mine disasters. But thousands of mine workers are injured on the job each year. According to the National Institute for Occupational Safety and Health (NIOSH), there

were approximately 4,000 injuries annually across mines in all sectors from 2016 to 2019.

INCREASED PRODUCTION

There are several ways in which smart mining solutions can increase production. One way is determining where to mine in the first place. Another is using real time data to identify weak areas in mining operations and improve them.

LOWER COST

Automation is one aspect of increasing worker safety by preventing injuries. But it also lowers cost – in the long run. Autonomous mining equipment can work 24/7. Real time data collected from the equipment can identify areas to potentially lower costs and increase productivity. Artificial Intelligence (AI) and machine learning can improve operations.

GOING GREEN

Mining companies are using technology to reduce their environmental footprint by reducing their use of energy and water. They are also finding ways to reduce

emissions through the capture and disposition of the CO2 they generate.

HOW SMART MINING MEETS THEIR OBJECTIVES

Here are a few specific smart mining solutions that are increasing safety and productivity, while reducing costs and environmental impact.

SMART MINING SAFETY SOLUTIONS

PPE

Northern Light Technologies (NLT) takes personal protective equipment (PPE) to the next level with their Eagle cap lamp. It has tracking and proximity tags that can warn miners when they are entering a dangerous area inside the mine. It can also start flashing a blue light to warn vehicle drivers that a worker is heading their way.

Prevention through Design (PtD)

The NIOSH has a Prevention through Design (PtD) initiative to encourage

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businesses to anticipate and design out hazards associated with the work environment. This includes tools, equipment, work processes — anything that creates a safer workplace.

SMART MINING PRODUCTIVITY SOLUTIONS

Two key technologies have increased productivity: autonomous vehicles and digital twins.

Autonomous Vehicles

Many types of autonomous vehicles (AVs) are now doing the dangerous

work once performed by humans. These driverless vehicles are controlled remotely. For example, Volvo's TA15 can haul up to 15-tons. Caterpillar claims that their suite of autonomous vehicles has safely hauled 2 billion tonnes. One challenge of AVs is teaching humans how to properly behave around them — so as not to cause accidents.

Digital Twins

A digital twin is a mine's virtual copy of its operations. Real time data can be used to identify potential savings in the mine's processes. Possible solutions can

be virtually implemented to make better business and resource decisions. Several companies have digital twin offerings including GE Digital. The technology is prevalent enough that the Digital Twin Consortium announced in April of this year that it is collaborating with the Global Mining Guidelines Group.

SMART MINING COST REDUCTION SOLUTIONS

Komatsu's autonomous haulage system has saved from 50 cents to 62 cents per ton. ABB Ability™ MineOptimize solution claims an average overall savings of 25%.



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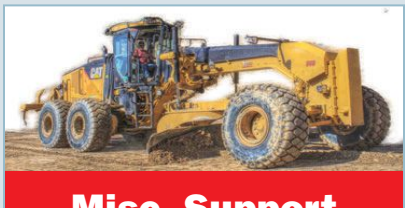
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SMART MINING GREEN SOLUTIONS

Reducing Emissions

Sempertrans and Dos Santos International (DSI) are using conveyor belt technology to replace trucks in the transport of materials. DSI's sandwich belt high-angle conveyor can move material deep within a mine at a steep angle — or even completely vertically. It is two belts, face to face, that move material pressed between them. The Sempertrans TransEvo line of conveyor belts offers energy-saving belts that can reduce energy consumption by up to 25%. It achieves this through lower indentation rolling resistance.

Cleaner Coal

Clean coal sounds like an oxymoron to some. But it is achievable — to some measure. One key aspect of clean coal is carbon dioxide (CO₂) capture and storage (CCS). This is a process where CO₂ released from the coal burning process is captured, compressed, and dehydrated for transport and storage.

NEW JOBS IN MINING

Let's just be honest: Smart mining is displacing workers — underground. Above ground is where job opportunities are plentiful. According to the World Economic Forum (WEFORM) there are 10 positions that will be important to mining companies over the next four years. All are related to the implementation of smart mining technologies. They include big data specialists, AI and machine learning specialists, and process automation specialists. Mining Technology reports that software and web developers, programmers, and testers generated the highest share of mining hiring activity in April, 2021.

FUTURE SMART MINING TECHNOLOGIES

The future of smart mining is in integration and continued digitization and remote operations. One major player in this space is ABB. The collection of data, along with the use of virtual

technologies, is improving every aspect of mining. Rio Tinto has been on the leading edge of smart mining for years. One example is the Rio Tinto Visualization (RTVis™) 3D tool. It uses a gaming engine to “fly over a site and dive down to the detailed information we need.”

WRAP UP

Mining companies that are embracing smart mining solutions are improving their operations for the better. The COVID pandemic showed that technology can help operations in sometimes unexpected ways. Remote operations, artificial intelligence, autonomous machines, and other components of smart mining are decreasing the need for physical human labor. But smart mining is creating many jobs above ground. The future of smart mining is moving the industry in ways it can only imagine. It has already improved operations in ways that were once the stuff of dreams just twenty years ago. ■

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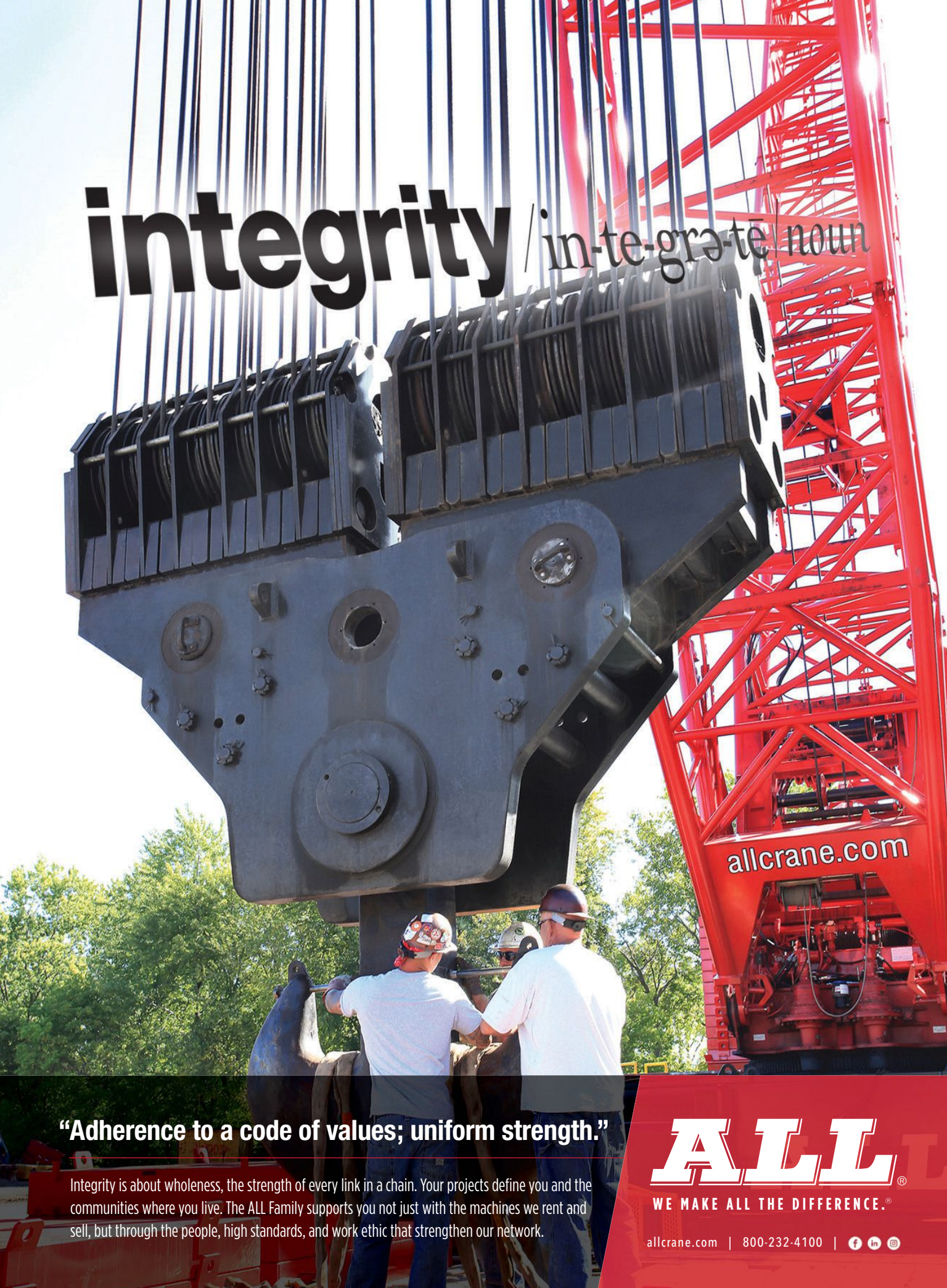
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By Second Chance Line Restraint

SELECTING THE RIGHT TIE BACK SYSTEM

There are a many safety issues to consider when moving or operating mobile crawler or rough terrain cranes. There are several things workers can do on the ground to protect themselves. Wearing the right personal protective equipment (PPE), clearing the area of non-essential personnel, and inspecting the equipment before and after the lift among them. Another important component of worker safety is selecting the right tie back system. >>





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THE PURPOSE OF A TIE BACK SYSTEM

Equipment operators of cranes used for building, bridge, marine, or foundation work will often employ tie back systems. In this environment, tie backs are used to secure block, ball, or rigging when not in use. This could be during transport of the equipment or when multiple lines are available but only one is in use.

WHAT CAN POSSIBLY GO WRONG

When the line or lines that are no longer in use are tied back to the

superstructure, you'll need to secure the rigging as it may tangle or swing uncontrollably (or both). Your goal is to avoid banging the block or rigging into the boom in normal swinging or traveling. Here are two possible scenarios:

LEVER ENGAGEMENT

The operator may accidentally engage the lever for the tied back line. When the tied back line gets tight enough to break, a two-inch double-ply nylon strap will sever at approximately 34,000 pounds. The lacing that the line is tight against could bend. Or launch your rigging uncontrollably up to twice the length of the boom.

TIGHTENING LINE

When booming down, the tip of the boom moves away from the house. If you had a line tied back, this may cause the line to ever so slowly tighten up. All good unless the operator forgets to slacken the line which can cause it to break.

THE RIGHT TIE BACK SYSTEM

It's not just the material used in a tie back system that's important. It's also how it's manufactured. You don't often think of stitching as being an important safety feature. But how a tie back is stitched during the manufacturing process is critical to its functionality.

Equipment operators of cranes used for building, bridge, marine, or foundation work will often employ tie back systems. In this environment, tie backs are used to secure block, ball, or rigging when not in use.

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THAT'LL GET YOUR ATTENTION

Second Chance Line Restraint sells tie back systems made of the right stuff. Here's how their products work: As the tied back line gets tight, the line becomes tight against the boom. When the line tension increases, the lapped over strap within the cover has engineered stitching that breaks loose. This tears the cover and causes the line to slap against the boom, which should get the attention of the operator and people on the ground.

THE SECOND CHANCE

If the operator continues booming down or cabling up the tied back line, the second warning deploys and the lapped over length of the larger strap is released. This causes the lines to jump around and the boom and rigging noise to become quite noticeable. The most important thing is the line is contained. And, hopefully at this point the problem is noticed.

THE COST OF THE WRONG TIE BACK SYSTEM

John Unger of Second Chance Line Restraint says, "Most customers I talk to have a few stories of their own in which a tied back line created a near miss or an incident." He also notes that most customers are aware that the cost of a poor tie back system is too high. There's the cost of replacing lacings and boom sections — but the higher risk is injury or death. To give his customers an idea of the potential cost of a minor tie

back system failure, Mr. Unger has put together this estimate.

A BETTER LINE RESTRAINT

Second Chance Line Restraint offers tie back systems based on the size of the job.

42CLR

The 42CLR is a 4000-pound rated strap. This strap is intended for tying back a single part with a maximum one-inch wire rope. It's appropriate for light rigging or a smaller overhaul ball.



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102CLR

The 102CLR is a 10,000-pound rated strap. It is a stronger version for larger wire rope and multiple part lines. It can also be used for block securement while traveling on the job.

LONGER LENGTHS

Several lengths are available, including 6-, 10-, 15-, 20- and 25-foot. Some customers require longer lengths in order to keep the steel attachment rigging (shackle or becket) away from the cab. Or to aid in installing it onto the hook with longer booms.

THE SAFETY VALUE OF TIE BACK SYSTEMS

Second Chance Line Restraint offers a safe and effective tie back system. Their products serve two functions. First, to warn the operator and nearby personnel in the event that a crane operator accidentally pulls the lever of the tied back line. Or, if the operator booms down without slacking the tied back line. The secondary function of the device is to “restrain” or “catch” the line or block if the operator failed to recognize the first warning.

WRAP UP

It's important to select the right tie back system when operating or transporting your mobile crane. Protect your workers by using a high-quality tie back system, like the Second Chance Line Restraints. Then make tie back system training a part of your overall safety plan. ■

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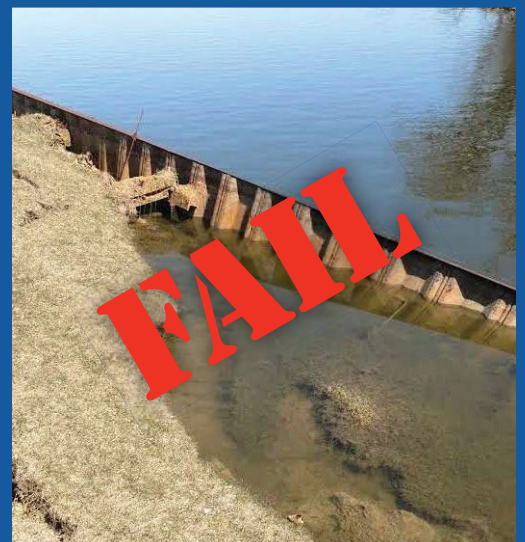
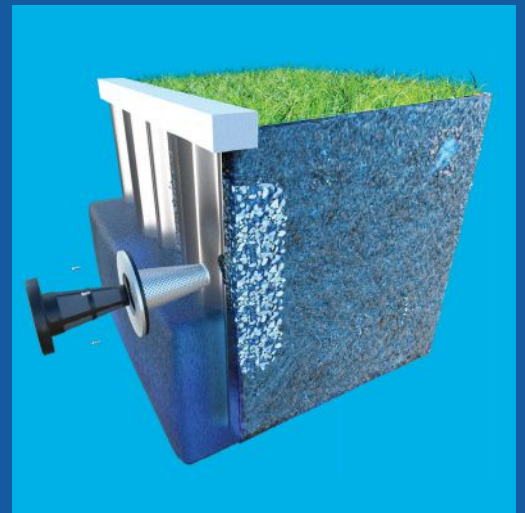
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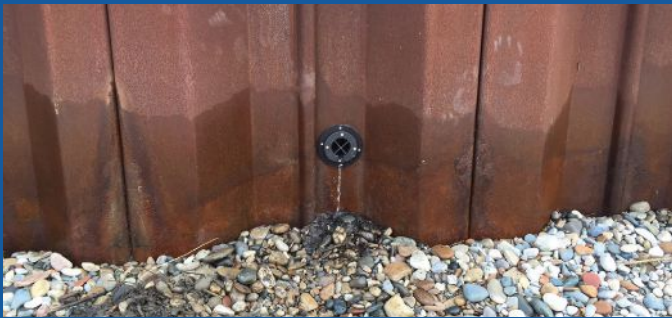
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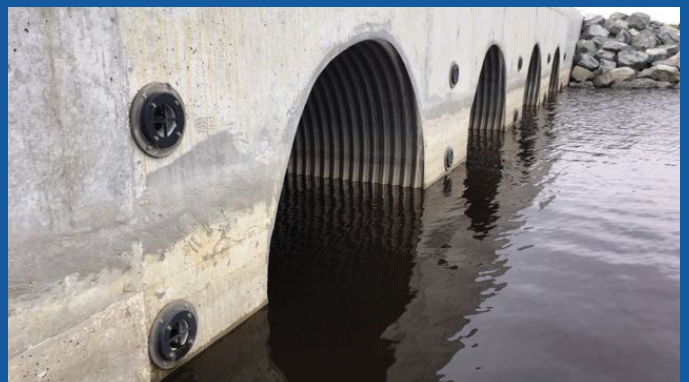
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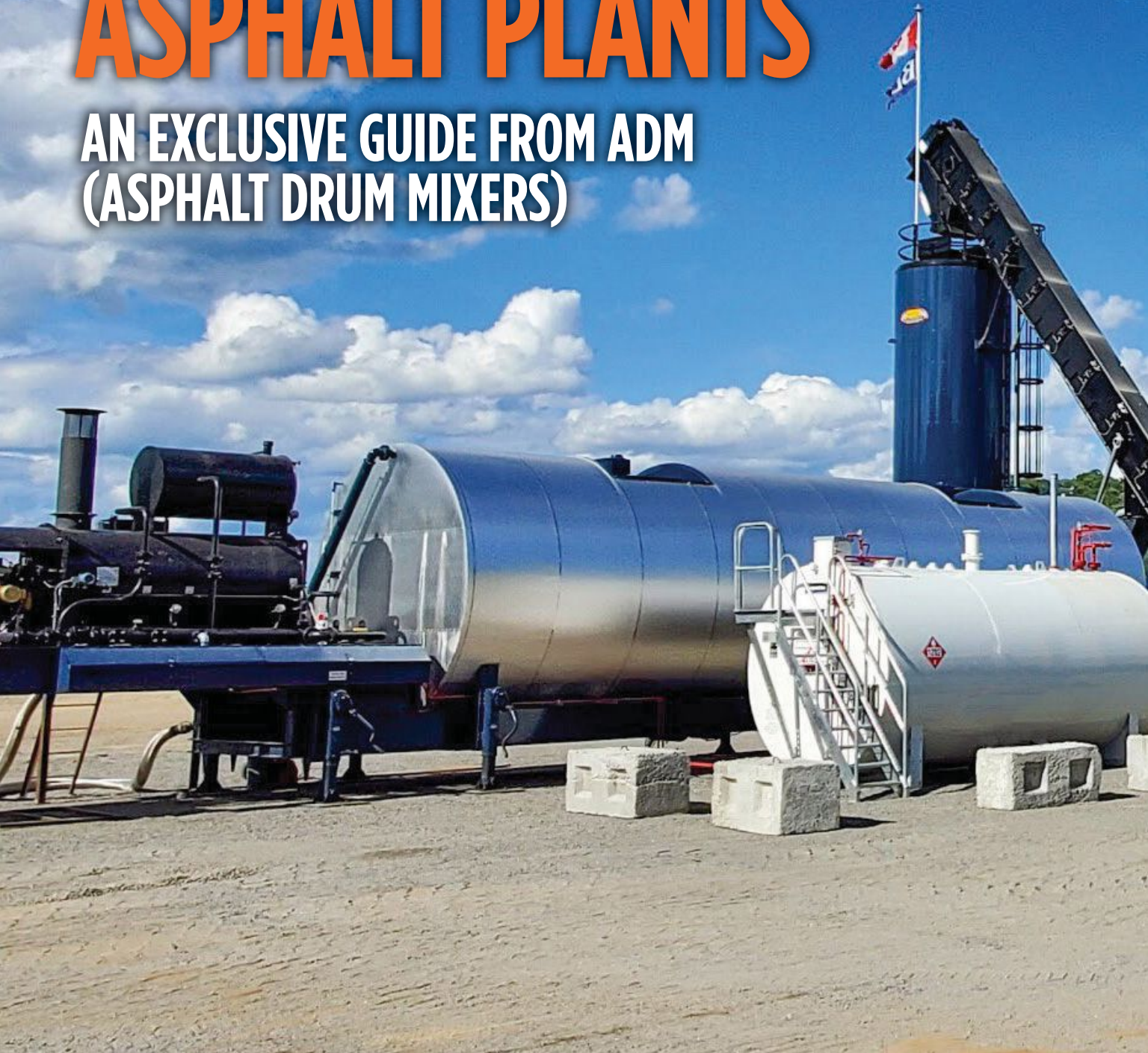
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TYPES OF HOT-MIX ASPHALT PLANTS

AN EXCLUSIVE GUIDE FROM ADM
(ASPHALT DRUM MIXERS)







Asphalt is used in many public spaces. From roads and parking lots to playgrounds and basketball courts. This so-called “perpetual pavement” is smooth, skid-resistant, flexible, and with proper maintenance can last for decades. Perhaps its greatest value is that it is 100% recyclable. Asphalt is mixed from a variety of materials in a Hot-Mix Asphalt (HMA) plant. In this article, we discuss the different types of HMA plants and provide an overview of how each type works.

A COMPLEX MIX

Any type of HMA plant has a single mission: to blend materials together to create smooth and consistent asphalt pavement. This is accomplished by blending aggregates along with asphalt cement at an extremely high temperature. Different mixes — or recipes — may include mineral fillers or various types of additives. Reclaimed Asphalt Paving (RAP) is often added to mixes.

TYPES OF HMA PLANTS

There are two major types of HMA plants: continuous flow and batch. The resulting hot-mix that each plant type produces is virtually the same. However, each operates and handles the flow of the asphalt material in different ways. Both types of plants typically have these components:

Cold-feed System. The cold-feed system is used to distribute the material to the HMA plant via a feeder belt. Each

material is held in a bin. The bin's gate opening and the feeder speed control the amount of material released onto the collecting conveyer belt. The materials move along the conveyer belt to the drying drum.

RAP Bin. RAP is handled in a separate bin. It is typically used in most mixes, but the amounts vary. Generally, it is heated indirectly to reduce the emission of gaseous hydrocarbons.

Drying Drum. Uses hot air to dry and then heat the aggregate.

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Dust Collection System. Captures particulate (called “baghouse fines”) during the drying operation. Baghouse fines are reintroduced back into the mix.

Liquid Asphalt Storage Tanks. This is where the liquid asphalt (called “bitumen”) is held until it is combined with the final mixture.

Storage Silos. These silos are insulated, and, in some cases, heated, to hold the final mix at a certain temperature.

Emission Control Equipment. These are systems to meet Environmental Protection Agency (EPA) requirements and reduce “invisible emissions” from HMA plants. This includes volatile organic compounds (VOCs) found in hot asphalt storage tanks.

CONTINUOUS-FLOW DRUM-MIX PLANTS

There are several types of continuous-flow drum-mix plants, with parallel-flow and counter-flow plants commonly used. The process type relates to how the aggregate flows with the hot air in the drying chamber. Continuous-flow plants provide a continuous flow

of HMA to deliver high production rates. Some continuous-flow plants have production rates as high as 800 tons per hour (TPH). This makes them ideal for operations that produce asphalt for highway construction, while at the same time, continuous-flow plants can easily change mix to service smaller-volume customers as well. The drum mixes the aggregate and liquid asphalt in part by turning. A flight or lifting pattern inside the drum lifts the material and drops it down through the air stream as the drum rotates.

PARALLEL-FLOW DRUM-MIX PLANT

In a parallel-flow drum-mix HMA plant, the aggregate material flows in the same direction as the hot air during the drying process. An example of a parallel-flow drum-mix HMA plant is ADM’s Roadbuilder Series. These are quick setup, one-operator plants that can process up to 25% RAP. HMA plants in this series produce 110-350 TPH. (<https://www.admasphaltplants.com/roadbuilder-series/>)

COUNTER-FLOW DRUM-MIX PLANT

In a counter-flow drum-mix HMA plant, the aggregate material flows in the opposite direction against the hot air during the drying process. An example of a counter-flow drum-mix HMA plant is ADM’s EX10248. The ADM EX Series includes several plant models, ranging in size from 120-425 TPH and available in relocatable, portable, and skid mounted versions. (<https://www.admasphaltplants.com/ex-series/>)

OVERVIEW OF THE DRUM-MIX PROCESS

1. Aggregates are moved from the stockpiles into the cold feed bins.
2. An automatic system weighs the aggregate so that the proper amount flows into the drum mixer.
3. The weighing system then calculates the amount of liquid asphalt to transfer from the storage tank into the drum mixer.
4. The liquid asphalt and aggregates are blended in the drum mixer.



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COVER STORY

5. The dust collection system captures particulate, which is reintroduced back into the mix.
6. The HMA moves to the storage silo by conveyor.

BATCH HMA PLANTS

Batch plants produce one batch of HMA at a time and therefore have lower production rates than continuous-flow plants. Aggregate and liquid asphalt are mixed using a “pugmill” with paddles attached to arms that physically mix the aggregate and liquid asphalt inside the drum.

OVERVIEW OF THE BATCH PROCESS

1. Aggregate enters pugmill from the weigh box.
2. Asphalt cement enters the pugmill from the spray bar.
3. Aggregate and asphalt cement are mixed together.



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4. Finished mix is discharged through pugmill gate.
5. Pugmill gate closes in preparation for the next batch.

RELOCATABLE, PORTABLE, OR SKID-MOUNTED

Another important aspect of an HMA plant is whether it is relocatable, portable, or skid-mounted.

RELOCATABLE

Relocatable asphalt plants are designed and built at the factory, then transported to producers' sites, where the plants are assembled and installed using cranes and other heavy equipment to put the plants in place. Relocatable plants may also be disassembled by crane and other heavy equipment and moved to different locations as producers' needs dictate.

PORTABLE

Portable HMA plants are built on axels, at the factory, and designed to meet



DOT requirements for highway transport, making these plants easy to move from one site to another as many times as producers need them to change locations. When outfitted with options like hydraulics, quick connect cabling, and self-erect silos, portable HMA plants also allow for quick and easy installation at the job site.

SKID-MOUNTED

Skid-mounted HMA plants are actually a hybrid between a relocatable plant and portable plant. Like relocatable plants, skid-mounted plants are built at the factory, without axels, but are more portable than relocatable plants, are easily moved in just a few loads, and priced more efficiently than portable plants.



Territory Map



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ADM's EX 120 is an example of a skid-mounted plant, easily transportable in just a few loads, for use in remote and demanding locations worldwide. (https://www.admasphaltplants.com/wp-content/uploads/ADM_EX-120.pdf)

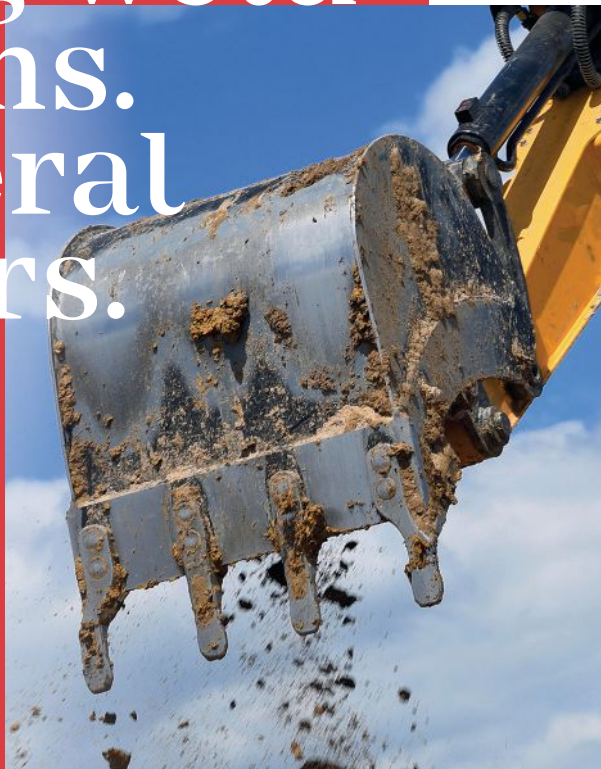
WRAP UP

The most prevalent types of HMA plants are continuous-flow drum-mix plants and batch plants. While both types of plants can easily change mix to service small-volume customers, continuous-mix plants provide a continuous flow of HMA. They are easy and efficient to operate, meet strict environmental standards, and save energy and fuel. Continuous-flow plants are also more portable, easier to service, and cost less than batch plants. Ultimately, the goal of any HMA plant is to produce the highest quality material for the construction of the public spaces and roads we use each day. ■



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JOHN DEERE DEBUTS ANTI-VIBRATION UNDERCARRIAGE SYSTEM ON THE 333G COMPACT TRACK LOADER



- Expanding on its wide offerings of optional machine enhancements, John Deere introduces the anti-vibration undercarriage system for the 333G Compact Track Loader.
- Key features of the anti-vibration undercarriage system includes an isolated undercarriage that creates a smoother ride by absorbing shock loads through rubber isolators, a new bogie system, offering smoother transitions over uneven terrain, and the ability to travel at higher speeds with better materials retention.
- With only four added and easy-access grease points, and a steel shield that protects hydrostatic drive hoses against debris, maintenance is easier and components are better protected against the elements.

MOLINE, IL — John Deere expands its compact equipment offerings with the introduction of the anti-vibration undercarriage system for the 333G Compact Track Loader. Designed to reduce machine vibration and increase operator comfort, the anti-vibration undercarriage system was created as a solution to combat operator fatigue and enhance user experience.

“At John Deere, we are

committed to enhancing our operators’ experience and creating a more productive and dynamic job site,” said Luke Gribble, solutions marketing manager, John Deere Construction & Forestry. “The new anti-vibration undercarriage delivers on that commitment, providing a solution to increase comfort, in turn boosting operator performance. By improving the operator experience, we’re helping to maximize

MEET THE TWO-PERSON MAN BASKET FROM BOSCARO.



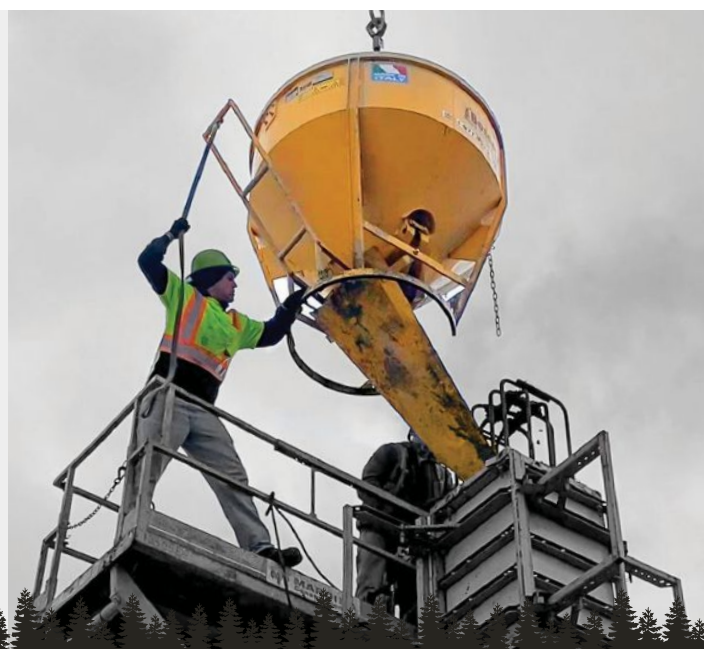
“Boscaro products have proven their quality, safety, and durability. Boscaro products continue to offer significant value on our projects.”

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SPECIFICATIONS

Model	Payload	Height*	Weight*
C-50N	2,425 lb	3'8"	250 lb
C-99N	4,850 lb	4'2"	507 lb
C-150N	7,275 lb	5'0"	585 lb
C-200N	9,700 lb	5'0"	677 lb

* Height and weight of attachments not included



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TALK TO AN EXPERT

Key features of the anti-vibration undercarriage system include the following: an isolated undercarriage, bogie rollers, updated grease points, hydrostatic hose protection shield and rubber isolators.

overall productivity and profitability on the job site.”

The new undercarriage option offers a solution to enhance machine operation, helping operators to remain focused on the job at hand. Key features of the anti-vibration undercarriage system include the following: an isolated undercarriage, bogie rollers, updated grease points, hydrostatic hose protection shield and rubber isolators. By utilizing an anti-vibration suspension at the front and rear of the track frame and absorbing shock through the



rubber isolators, the machine provides a smoother ride for the operator. These features also enable the machine to travel at higher speeds while retaining material on the job, and permit the machine to flex up and down, creating a more comfortable operator experience, ultimately helping reduce operator fatigue.

Designed with productivity in mind, the new bogie roller system allows for oscillating movement of the rollers, promoting smoother transitions when cresting a hill, improved stability on uneven grounds, and enabling larger debris to pass between the roller and track system. This updated design also features a new oscillating bogie arm, further enhancing operator efficiency. This design includes only four new grease points which are easy to access meaning operators can spend

more time being productive.

Improving operator experience was a key priority during development of the anti-vibration undercarriage system. With that in mind, additional enhancements were made and a new angled steel shield was added to protect the hydrostatic hoses from exposure to debris. As a result, operators can expect less downtime due to a reduction in potential damage to the hydrostatic hoses. Additionally, rubber isolators were implemented to offer longer track life and allow easier repairs compared to other competitive solutions.

The anti-vibration undercarriage system is now available on zig-zag bar tracks on the 333G Compact Track Loader models and can be purchased in the United States and Canada, as well as in various international locations. ■



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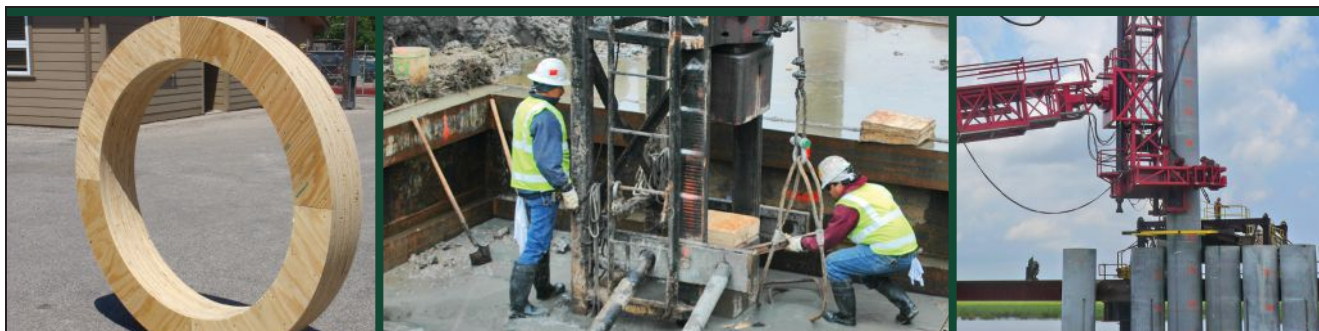
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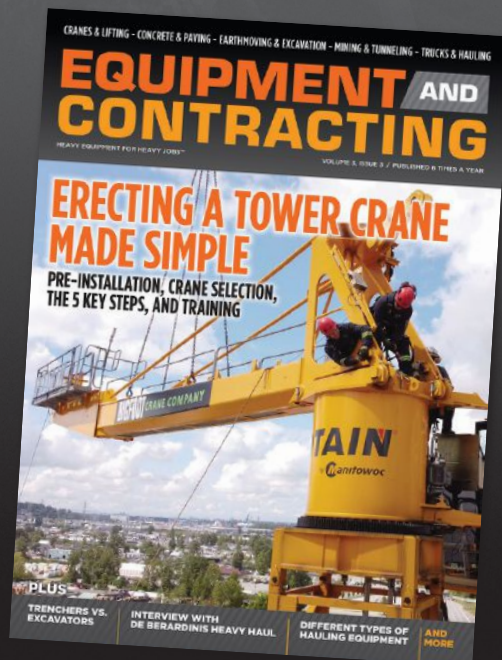
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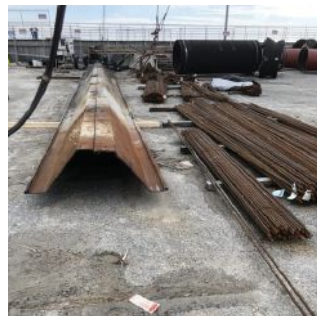
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